G. R. S. 58]

Previous references.

File No. 240 - 10

1910

(Local Board)

Serial Nos. ~~128~~ 128

Later references.

L.B. 42 - 11 (6 & 16)

LB 181-15-1-1.

GENERAL AND REVENUE SECRETARIAT.

128

Serial Nos. ~~128~~

Part B for June 1911.

SUBJECT.

Construction of the Bowringpet - Kolar Railway

From the Presdt., Dist Bd, Kolar, No C. 143 d 9.2.11 Requests sanction and aid of Govt to facilitate the completion of the Bowringpet Kolar Railway for carrying on which work the District Board have resolved to raise a loan of 3 lakhs of Rupees

G.O. No. 10318 - 20 d 19.6.11: Sanctions the proposal to raise the loan of 3 lakhs of rupees and states that further orders on the subject will issue from the Railway Dept.

GPB—5,000—22-10-10

G.R.S. 11] 1900.

GENERAL AND REVENUE SECRETARIAT

(CB3)

NOTES.

File No. 40

FILE HEADING.

Construction of the Bowringpet Kolar railway

From The President of the Dt Board of Kolar

No. CM 3 Dated 9.2.11 Received

Diary No. 5392	Enclos.	Spare Copies	Serial No. 1

BRIEF ABSTRACT OF LETTER.

States that the Dt Board have resolved to raise a loan of 3 lacs of rupees for carrying on the above work and requests needful sanction & aid of Govt to facilitate the completion of such an important undertaking.

NOTES AND ORDERS.

NOTES—First sheet.

GPB—15,000—24-4-09

Railway Secretariat.

File No. 40 of 1910

Serial No.

Letter No.C-143 dated 9th February 1911, from the President, District Board, Kolar District, forwarding copy of a Resolution of the Board dated the 4th idem, regarding the construction of the -- Bowringpet-Kolar Railway.

No. 48.

Submitted to the Dewan of Mysore for -- perusal and favour of return. The case will be worked up and submitted for orders in about a week's time.

Secretary for Railways
Government of Mysore

Bangalore,
10th February 1911.

10/05

11.2.11

Secy for Railways

3 Please have this brought with
& Mtt. for Final Resp. note
Mins. & Memorandum — Can
the D.P.W.R. have a de Compre
Lvar under rules? What is their
powers capacity? I am prepared
to take for guarantee 4 per cent
last statement

K.F.

Br. W Early

GPB—100—25-1-10

10/2/11

20/2/11

20.2.

G. R. S. 12]
General and Revenue Secretariat.

LS File No. 240 of 1910

Serial No.

5) Under section 6 of the Local Boards Regulation the Board is competent to raise loans with the previous sanction of Govt.

6) The receipts and expenditure of the Kalar Board for the past 7 years are noted below:—

		Receipts	Expenditure
actuals	1904-5	Rs 85,263	91,759
	1905-6	77,483	87,665
	1906-7	83,748	83,608
	1907-8	88,214	81,800
	1908-9	94,332	115,464
	1909-10	109,493	88,425
Estimated	1910-11	93,130	92,919
average for 1 year		Rs 90,238	91,662

The average expenditure is more than the receipts by about Rs 1400/- which was met from the balance in hand of the Board

7). The average income may be safely estimated at Rs 90000 a year. Of this a sum of Rs 75000/- will be required for meeting the

NOTE—Contn. sheet.

GPB—50,000—12-8-10

G. R. S. 12]
General and Revenue Secretariat.

L&S File No. 2 40 of 19 10

Serial No.

We following fixed & recurring expenditure.

Civil charges, all items being almost of a recurring nature	Rs 36,600
A.P.W. Road maintenance	Rs 32,250
Establishment & charges	5600
	Rs 74,450

or Rs 75000 in round numbers.

The Expenditure now incurred from or funds in addition to the above charges is on account of public works - original works executed by the P.W.D. such as the metalling of roads and flooring of travellers' bungalows & original works and repairs executed by the Revenue Department such as sinking and repairing of wells, construction and repair of minor purchases &c.

B. repairs bldgs cannot be omitted.

8) For the repayment in 30 years of the loan of 3 lacs proposed to be raised at 4 p.c

NOTE—Contn. sheet.

GPB—50,000—12-8-10

539 ✓ 5

G.R.S. 12]
General and Revenue Secretariat.

GS File No. 240 of 1910

Serial No.

interest, the annuity payable by the Dt Board will be Rs 16,314 ~~17,349~~

* The annuity payable for redeeming a loan of 3 lakhs @ 6 p.c. is Rs 17,349 & not 16,314. corrected

9 The Tanjore Dt Board undertook & completed the construction of 54 miles of railway from Mayavaram to Mutupet at a cost of 24 lacs of rupees, the Madras Govt contributing from the Provincial balances in equal shares with the Local Board from its accumulated cess & sharing in the net profits in proportion to their shares in the Capital expenditure. The railway line has been extended & the Tanjore Dt Board at present owns a line of 100 miles. For details of the history of the case (vide pages 199 to 200 of the LF Manual for Madras & Mysore — book put up).

TJ 69 Submitted.
22/2/11 10) The closing balance in favour of the Dt Board on 30th June 1911 is estimated at Rs 42052/- which is more than the prescribed minimum of 1/8 th of the receipts (average) by which Rs 30000/-.

22/2/11

P. J. C.

NOTE—Contn. sheet.

GPB—50,000—12-8-10

G. R. S. 12]
General and Revenue Secretariat.

LB File No. 240 of 1910

Serial No.

11 Under section 6 of the Local Boards Regulations, a District Board seems to have power to raise loans with the previous sanction of Govt for any of the purposes of the Regulation and under sec 7, the construction of means of communication in which a Railway is included is one of the purposes for which the District Funds may be utilised

12 Forwarded to Bx II for favour of note on the financial aspect of the proposal.

24.2.11. Ille

H Dec 704

Sen fin 24/2/11

13

Submitted

N-36 25/2/11

14 The desire of the Kolar District Bd to own Coolgoor Railways is a legitimate ambition and deserves every encouragement but at the same time it has to be seen whether the finances of the D Bd will carry them through both the end of the Operations.

15 The Estimate is 3 lakhs and this amount is proposed to be raised as a loan at perhaps 4% per annum interest. The interest payable is 12,000

NOTE—Contn. sheet.

GPB—50,000—12-8-10

G. R. S. 12]
General and Revenue Secretariat.

DD File No. 240 of 19 10

Serial No.

16 The ordinary finances of the D'Bd show an excess of expenditure of 1000 Rs over receipts and if no additional revenues are tapped the surplus of 42,000 will be utilised in 8 years and the D'Bd would then be in a State of insolvency.

17 In the Madras Presidency — the pioneer in the matter of D'Bd Rly — the Govt contribute half the Capital required and level if necessary the D'Bd what of the balance is necessary and a special Cess is levied.

18 If a like procedure is followed then the interest payable by the D'Bd on 1,80,000 Rs will be 6,000 Rs and the surplus would last for 8 years. In Either of these methods therefore the guarantee for the payment of interest on the loan till the line begins to pay the interest would be necessary. Which cannot be within the first ten years — is wanting and the floating of a loan without such safeguards cannot be considered safe.

19 In the case of D'Bd Railway there is no question of any State guarantee as the State becomes a joint owner — a Step in the right direction in the interests of the line & the D'Bd itself — and as these lines are branch lines all the Conditions

NOTE—Contn. sheet.

GPB—50,000—12-8-10

G. R. S. 12]
General and Revenue Secretariat.

L&J File No. 240 of 19 10

Serial No.

regarding deficits on interchanged traffic from the parent line & under the 5th clause does still hold good & the Govt of India does still hold good to be conceded & the Govt of India

It is therefore impossible to sanction either a guarantee of 4% or permit the D&B in its present financial condition to raise a loan without any safeguards as to the punctual payment of interest.

It would be desirable ~~to ~~ taking this opportunity to elaborate a set of rules under which a District Board can undertake & construction and what help Govt is prepared to give &c as this is an undertaking which is sure to enrich the country and is thus deserving of the most favourable consideration. If the financial condition admits the payment of interest there should have been no objection at all.

(Illegible)

2.3.11

2. There are no papers on the file showing even roughly the traffic prospects of the proposed line. Nor is it stated of what gauge the line is to be & whether 3 lakhs would be sufficient for line, stations, rolling stock &c.

3. The Dist Board want (1) permission of Govt to raise the loan (2) that Govt should guarantee 4% to the debenture holders from the date of the loan.

NOTE—Contn. sheet.

GPB—50,000—12-8-10

14 As regards (1), the Dist. Board must in the first place satisfy Govt. that they can raise the loan if sanction is given - To issue notices under the authority of the Purpose Govt. and then to fail to raise the amount would not be creditable either to the Board or to Govt. In the second place the Board must prove to the satisfaction of Govt. that the earnings expected are ~~will be~~ such as will enable them to pay interest charges and to create a sinking fund to extinguish the loan in say 25 years - For the first few (say 10) years Govt may guarantee interest even though such a course may result in a small loss to them, but after that the line must be able to earn interest & sinking fund charges.

15) As regards (2), it should be possible to arrange (with the help of the Govt of India if necessary) with the M.S.M. Ry Company, terms of rebate under which the M.S.M. Company will give the whole net earnings on interchanged traffic to raise the net earnings of the Branch line to 5% on the Capital (I suppose that the proposed line will be a feeder line to the main line & will join with it) Of course such an arrangement will require division of surplus profits

NOTE—Contn. sheet.

GPB—50,000—12-8-10

G. R. S. 12]
General and Revenue Secretariat.

L&S File No. 240 of 1910

Serial No.

784

above 5% with the M. S. M. Company. If such rebate terms are arranged the guarantee of the Mysore Govt will come into operation when even the whole amount of net earnings on interchanged traffic will not raise the net earnings of the branch to 4%. I do not think there is any objection to give such a guarantee for a period of ten years. Of course interest during construction will be paid from capital.

JM 2/8/11

for IV Secretary to Government.

L 4.3.11

26) As directed by the Asst Secretary a cutting from the Madras mail of the 1st March 1911 - Madras Municipal 4 p.c Debenture loan of 1910-11 for Rs 50000/— is put up

27) Submitted

TS 69 Secy) 7.3.11 Illegible

6/3/11

28) Please put up the latest printed budget of the D-to Rd Kolar

Sd/- 7/3/11

NOTE—Contn. sheet.

GPB—50,000—12-8-10

P. 70

S 7/3 Illegible 7.3.11

G. R. S. 12]
General and Revenue Secretariat.

C/S File No. 240 of 19 10

Serial No

29) A copy of the budget of the Kolar Dt Board for 1910-11 is put up as directed
Rs 69 sig. (Secy) 8.3.11. Mlle
8/3/11.

30) The resolution of the Dt Board is very brief & not free from ambiguity. It is not clear whether the Dt Board wishes Govt to give the guarantee in regard to interest or asks for the permission for the Dt Board itself giving such a guarantee.

31) Before a project of this importance is ripe for consideration several aspects ~~need~~ of the question need investigation, such as (i) what will the ~~estimate~~ projected line cost roughly; (ii) ~~will the proposed~~ a loan ~~is~~ be taken up if floated by the Dt Bd; (iii) will the line pay & if so when & what; and (iv) how what financial arrangements is the Dt Bd prepared to make for payment of interest, sinking fund etc till the line begins to pay.

32) Assuming that Govt contribute the capital required in excess of 3 lakhs

NOTE—Contn. sheet.

GPB—50,000—1

G. R. S. 12]
General and Revenue Secretariat.

L B File No. 240 of 1910

Serial No.

the Dt Bd will have to find Rs 17,369 a year to repay ~~on~~ the loan in 30 years. Even though the Kolar Dt Bd Board seems to be prosperous & solvent as Dt Bds go, its present expenditure is nearly equal to its income, & there seems to be not much chance of reducing expenditure to the extent of over 17,000 Rs. The amount can only be raised by additional taxation. The chief sources of income are (i) 76 percent of the local cess of one anna — 78000 Rs

(ii) House tax 9000 Rs

iii) fines for cattle trespass — 3000 Rs.

Taking the budget of 1910-11.

If a special Railway cess of 3 pies in the rupee of land revenue is imposed all over the Kolar Dt it will yield about 25000 Rs a year, which will be sufficient to meet interest & sinking fd charges to clear the loan in much less than 30 years, or the balance of which may be used for extending the Railway.

33) But a question may arise whether it is fair to tax only the agricultural classes for a purpose from which other classes of the people also benefit

NOTE—Contn. sheet.

GPB—50,000—12-8-10

Serial No.

equally with if not more largely than the agricultural classes. How can the non-agricultural classes also be made to contribute to the Railway fund? (they are also to be taxed.) And first of all is the Dt Bd prepared to recommend the levy of the addl cess even on agrl lands?

33) These questions ~~seem to~~ require an answer before Govt can decide anything & the matter may be referred back to the Dt Bd for furnishing information on these & other points relating to the project.

34) It will no doubt be a very Commendable thing if the Dt Bd can see the project through.

(1st Cr + Dewan)

CM
9/3/11
WLL
9-3-11

2360
13.3.11

35) The idea of constructing a feeder railway from Bowringpet to Kolar is an excellent one and the Kolar Dist Board is to be congratulated for taking the initiative in the matter

NOTE—Contn. sheet.

GPB—55,000—27-4-09

Serial No.

The advantages of the line are obvious. It will connect the Kolar Gold Fields with the Railway system in India and it will be a feeder to the main line. It will be a great convenience to the travelling public and for conveyance of goods.

36) The Chief Engineer may be requested to have an estimate prepared for the construction of the line which I believe will be of 2'6" gauge.

37) The Dy Commr may be asked to have a careful estimate made of the traffic prospects of the line.

38) I understand that the D. C. has succeeded in getting a large portion of the Lakh underwritten by the people of Kolar Gold Fields. This is a hopeful sign.

39) I am in favour of Government giving a guarantee of 4% interest on the capital for

GPB—50,000—12-8-10

G. R. S. 12]
General and Revenue Secretariat.

5892 15

Ls File No. 240 of 1900

Serial No.

Certain number of years the Dist Board may be authorised to raise the loan required for the purpose after the Estimates are framed & sanctioned by Govt.

40 The D/ Board may be asked to consider the question of levying a special Railway Cess for the purpose of paying off the loan.

41 Of course the line cannot stop at Kolar. It will have to be continued to join the M S M Ry at some other point

KBH
13/3/11

(42)

10577
16.3.11

Wood

15-3

NOTE—Contn. sheet.

GPB—55,000—27-4-09

Submitted to His Highness.

Paper under disposal is enclosure in file no. 240

47

The District Board of Kolar District have unanimously resolved that Government be requested to accord permission to raise a debenture loan of 3 lacs of rupees for constructing a Railway between Bowringpet and Kolar and that Government should guarantee a minimum interest of 4 per cent to the debenture holders from the date of the loan.

x 43 2. The President of the District Board is interesting himself much in the concern.

44 3. Sections 6 and 7 of the Mysore Local Boards Regulation empower the District Board to raise loans and utilize the funds for construction of Railways.

45 4. The average income and expenditure of the Kolar District Board for 7 years commencing from 1904-05 has been Rs.90,238 and Rs.91,662 respectively. The excess expenditure was being met from the balance in favour of the board.

Page 3 of the Proceedings in 283 No 240 of 1910. marked (A)

46 5. In 1900, rough plans and estimates were prepared for this line under the orders of Mr. A.J.Molloy, late Executive Engineer. But these plans and estimates have to be examined by a resurvey of the proposed line

3

and preparation of correct plans and estimates.

6. In para 3 of his note of the 13th March 1911, the Railway Secretary has indicated the points to be settled if the Government approves of the construction of the line. Mr. M. Visvesvaraya recommends that Government may agree to give a guarantee of 4 per cent if the undertaking is finally approved.

7. The Financial Secretary has noted that there can be no objection to give a guarantee for a period of ten years and that interest on capital during construction will have to be paid from capital.

8. The First Councillor is of opinion that a guarantee of 4 per cent interest may be given for a limited period. The Second Councillor is in "favour of giving all the help and impetus possible to this proposal".

9. This is a line which the Government would undertake some time or other and therefore I am of opinion that the Kolar District Board may be informed that Government sanction their proposal to raise a debenture loan of 3 lacs of rupees for the construction of a Rail way between Bowringpet and Kolar town and that Government would guarantee to the debenture holders a minimum interest of 4 per cent for a period of 10 years from

18

the date of opening the line. After that period it may be necessary to adopt other terms in conformity with those which the Government of India would adopt in similar cases. If approved by His Highness, the Railway Secretary will be ordered to take the preliminary steps proposed in para 5 of Mr. M. Visvesvaraya's note.

W

P.D.O

73
Vol. E

Record of Cases submitted for the Orders of His Highness the Maharaja

Subject.

Construction of a narrow gauge Rail-way between Bowringpet and Kolar.

No. 715

Order.

51 Approved

KRW

26/5/11

52

53 Bringuth in

31/5/11 56 Pass 2.6.11

54 31/5/11

57

55 31/5

5392 20

G. R. S. 12]
General and Revenue Secretariat.

LB File No. 240 of 1910

Serial No. 58

Draft submitted

DS 6-9 Secy) 2.6.11 ...

2/6/11

57 Dewan Sahib 8/6/11

60 may be approved

2/6/11

8/6/11

11996 10.6.11

61 Draft approved by Dewan

13/6/11 by Issue

14/6/11

The D.P.W. file cutted with this has been detached and sent to D.P.W. office with the Dewan's orders hereon

15/6/11

16.6.11

63 Secretary to Govt for Railways Coml & Prest D.I.S.O. Kolar No 10318-20 D 9.6.11. Sanctioning the proposal to raise the loan of three lacs of rupees & States that further orders will issue on the subject from the Railway Department

NOTE—Contn. sheet.

D. O. No. 7-25-82

21

K o l a r, 20th April 1911.

My dear Sir

I submit herewith for your kind perusal copies of the marginally noted papers, regarding the Bowringpet - Kolar District Board Railway. Debentures to the extent of nearly 2½ lakhs of rupees, or as much as was originally estimated, have already been applied for, leaving only a small balance of Rs. 50,000, which is likely to be taken up very quickly.

1. President's letter No. C.143 dated 9th February 1911, to the Secretary to Government for Railways, with the Resolution of the District Board dated 4th February 1911.
2. Deputy Commissioner's Memorandum dated 28th February 1911.
3. Deputy Commissioner's Review dated 20th April 1911, on the progress of applications for Debentures.
4. Plan and preliminary Estimate of the Line, prepared in the year 1899.

Now that the people have, with such remarkable alacrity and enthusiasm, come forward to take up such a large portion of the estimated amount for their Railway in such a short time, their spirit of local enterprise which needs all the warm support and impetus we can give it would just receive due stimulus, if the Government would very kindly accord early approval for raising the debenture loan, pending further details and formal sanction of the Project in due course. It might perhaps necessitate legislation in the matter in view of the Local Boards Regulation - or the Government themselves may accept the loan for and on behalf of the District Board. These and all other formalities naturally take some time, but till they can all be thought of and decided, if the announcement is made that the construction of the Line has been permitted and a regular survey started, it will cheer up the people who have for a long time been looking forward to such a Project, and

23

No. C.143. Enc.1.

Office of the President,
District Board, Kolar Distric
Dated 9th February 1911.

From

C. Srikantesvara Aiyar. Esqr. B.A. B.L.
President, District Board,
Kolar District.

To

M. Visvesvaraya, Esqr. B.A.,L.C.E., M.I.C.E.
Secretary to the Government of His Highness
the Maharaja of Mysore for Railways.
Bangalore.

Sir,

I have the honor to forward herewith copy of a Resolution of the Kolar District Board dated the 4th Feb.1911 anent the construction of the Bowringpet - Kolar Railway, and to request that you may be so good as to obtain all needful sanction and aid of the Government, to facilitate the completion of such an important undertaking as quickly as possible.

I have the honor to be,

Sir,

Your most obedient servant,

(Sd). C. Srikantesvara Aiyar.

President, District Board.
Kolar District.

Proceedings of a meeting of the District Board, Kolar District, held on Saturday, the 4th February 1911.

---

2. The District Board unanimously resolve that Government be requested to accord permission to raise a Debenture Loan of three lakhs of rupees for constructing a Railway between Bowringpet and Kolar, and to have it constructed as early as possible, and to guarantee a minimum interest of 4 % to the Debenture Holders from the date of the Loan.

"C o p y".

(Sd). C. Srikantesvara Aiyar.
President, District Board.
Kolar District.

Confidential.

Dated, Camp Champion Reefs, 28th February 1911.

Memorandum.

Kolar District Board Railway Debentures-.Please send me by return post copy of your last Taluk Board Resolution on the subject, and a list of persons who have already applied for Debentures,in the following form:-

Name.	Address.	No. of Debentures applied for

In view of the great importance I attach to the educative value of the undertaking and the training ground it will afford to the people at large, I am anxious to place it on as broad a basis as possible, so as to give facilities for as large a number of people as can come forward to participate in the enterprise and not confine it to a few capitalists. I shall therefore be glad you set about enlightening the masses on the subject in the way I explained to you all and some of the Boards recently, and enlisted the support of all the fairly well-to-do Village Officers and ryots who can afford to invest some small sums, likewise such of the officials also as would desire to do so.

All those that wish to take up any Debentures may be encouraged to open Savings Bank accounts immediately and muster up their resources, so as to be in a position to take them up as soon as they are issued.

Bowringpet has already taken up three quarters of a lac and Goribidnur has commenced fairly well. All can do equally well by going about with zeal and enlightening the people.

(Sd). C. Srikantesvara Aiyar.
Deputy Commissioner,
Kolar District.

To
All Amildars.

No. 8371-83

Deputy Commissioner's Office,
Kolar District.
Dated Kolar, 20th April 1911.

M e m o r a n d u m.

Kolar District Board Railway Debentures.

The number of Debentures already applied for till now is 2,464 as noted in the margin. There are only about 500 and odd Debentures still left, which if not taken up early, will have to be made available for capitalists elsewhere or other Institutions as may need the same, as the lists have to be closed by the middle of next month the latest. The Amildars, especially those who are still so backward, are therefore requested with the aid of their Local Board members to pay their personal attention to this matter of importance to the people in the cause of local industry and enterprise and see that the people in the interior, who may not yet have the opportunities of knowing the subject are given facilities as early as possible to secure the remaining Debentures.

Taluk.	No.
Kolar	218.
Malur	174.
Bowringpet	739.
Mulbagal	262.
Srinivaspur	120.
Chintamani	263.
Sidlaghatta	88.
Chikballapur	83.
Goribidnur	186.
Bagepalli	108.
Gudibanda	48.
Muzrai Funds at the Deputy Commissioner's disposal for investment	175.
	2,464.

It is also requested that the weekly progress reports in this matter may be submitted more promptly and regularly.

(Sd). C. Srikantesvara Aiyar.
Deputy Commissioner,
Kolar District.

Mysore
Bowringpet
Length
Gener

Approximate Estimate of cost of 2' Guage.

Sub-Head	1 in 40 grade on Provincial Road		1 in 70 grade with diversion 2 3/4 miles		Appr 1 in 40 on Provinc
	Total	Per mile	Total	Per mile	Total
I Preliminary	1,050	100	1,050	100	1,050
II Land	1,050	100	1,050	100	1,050
III Formation	4,275	450	18,900	1800	5,250
IV Bridge work	5,775	550	9450	900	6,300
V Fencing road crossings &c	6,300	600	6,300	600	6,300
VI Electric Telegraph	2,100	200	2100	200	2,100
VII Ballast & Permanant way	99,225	9450	99,225	9450	109,725
VIII Stations and buildings	15,225	1450	15,225	1450	15,225
IX Plant	4,200	400	4,200	400	4,200
X Ferries	-	"	-	"	-
XI Rolling stock including locomotives carriages and wagons	59,493	5666	59,493	5666	59,493
XII General Charges	6,300	600	6,300	600	26,300
Total	2,05,443	19566	223,293	21266	216,993

Bankipur
30.4.99.

State Railway.
Kolar Branch.
10 1/2 miles.
l Abstract.

oximate Estimate of cost of 2' 6" guage.

rade 1 in 70 grade
al Road with diversion
2 3/4 miles

			Remarks.
r mile	Total	Per mile	
100	1,050	100	
100	1,050	100	
500	21,000	2000	or Rs 200 a mile more for 2½' guage with ruling grade of 1 in 70.
600	10,500	1000	
600	6,300	600	Includes level crossings, mile and grade posts.
200	2,100	200	
9,450	109,725	10,450	* The difference in cost between 2½' and 2'
1,450	15,225	1,450	guages is largely due to sleepers and ballast
400	4,200	400	which cost Rs 500/- each per mile for the wider
"	"	"	guage
5,666	59493	5,666	
600	6,300	600	
20,666	2,36,943	22,566	

(Sd). A. J. Molloy
Executive Engineer.
B S. Ry.

No C 143

Enc. one

371
11-2-11

P. 5392

From L.B. 240-10-1

The President of the
District Board, Kolar Distt

Dated Camp Champion Reefs,
9th February 1911.

From

C. Srikanteswara Aiyar, Esqr., B.A. B.L.
President, District Board, Kolar Dt

To

M. Visvesvaraya Esqr., B.A., M.I.C.E
Secretary to Government of His
Highness the Maharaja of Mysore
for Railways.

Sir,

I have the honor to forward herewith copy of a Resolution of the Kolar District Board, dated the 4th February 1911, amending the construction of the Bowringpet - Kolar Railway, and to request that you may be so good as to obtain all needful sanction and aid of the Government to facilitate the completion of such an important undertaking as quickly as possible -

I have the honor to be, Sir,
Your most obedient Servant,
C. Srikanteswara Aiyar
President

Proceedings of the Meeting of the District Board, Kolar District, held on Saturday the 4th February 1911.

Enclosure No. 10

1 X X X

2. The District Board unanimously resolve that Government be requested, to accord permission to raise a debenture loan of three lakhs of rupees for constructing a Railway between Bowringpet and Kolar, and to have it constructed as early as possible, and to guarantee a minimum interest of 4% to the Debenture Holders from the date of the loan.

X X X

Copy

A. Sankaranarayana

President.

G.R. [redacted]3]

File No. 140/10

Serial No. 8

Diary No. of letter replied to 5392

Proceedings of the Government of His Highness the Maharaja of Mysore.

GENERAL AND REVENUE SECRETARIAT.

(LBS)

, *the* 19

Date of issue 19.6.11

Signed by [illegible]

READ— Letter No. 48 dated 10th Feby 1911 from the Secretary to Govt for Railways submitting a copy of ~~ORDER THEREON.—No.~~ the resolution of the Board of Rlys, received with the President's letter No. C 143 dated 9th Feby 11 regarding the

over.

SUBJECT.

GPB—10,000-29-9-10

LBS 17/6/11 17/6/11

Construction of a ~~broad~~ narrow gauge railway from Bowringpet to Kolar

Order thereon No. 10318-20 dt 8-10- 1919-6-11

~~In the circumstances~~ of the case Government are pleased to accord sanction under sec 6 of the Coal Boards Regulation to the proposal of the Kolar Gold Mines Board to raise a debenture loan of three lakhs of rupees for meeting the cost of construction of ~~the~~ a narrow gauge railway from Bowringpet to Kolar. The other proposals regarding the construction of the railway & the guarantee of interest to the debenture ~~holders~~ loan will form the subject of ~~separate orders~~ ~~of~~ ~~in the Ry dept~~ & PW & Ry Dept separate orders ~~on the P.~~

CRS

~~For~~ Secy

To the Secretary for Railways with the usual C 306 & acknowledgment

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.S. 27]

GENERAL AND REVENUE SECRETARIAT.

(*Continuation Sheet draft form.*

of the notes of submission
to H H & H. H's orders
thereon for the necessary
further action

(2) The President of the Board of Rolls

(3) The Comptroller to prepare

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